

20201111

To All Applicants

- Give me a complete passenger briefing before starting the engine.
- Test the brakes immediately after starting to move.
- Apply correct control inputs during taxi. (in any wind 5 knots or greater)
- Apply aileron correction during the take-off roll **and** the landing roll.
- A “normal downwind” according to the Airplane Flying Handbook is between ½ to 1 mile from the runway. Wide and long is bad.
- Foreflight and Garmin Pilot etc. are great. I encourage all pilots to use those resources. However you must still have a working knowledge of navigation planning, performance calculations, weight and balance calculations and so on.
- Bring the inoperative equipment flow chart from AC 91.67 and be prepared to apply it to scenarios.

Private

- Power-off and power-on stalls will be to a **full stall** and may include turns. (ACS PA.VII.B.S6)
- Be sure to “establish a stabilized descent” (ACS PA.VII.B.S4) before stalling during the power-off stall.
- During the “Emergency Descent”, when “we are on fire”, the VSI should be pretty well pegged until “fire is out”.
- Every private pilot applicant will be given a simulated engine failure near a suitable runway. Run your emergency check list and then make a dead-stick landing on the first 1/3rd of that runway.
- All applicants will be tested on pilotage without the use of electronic “location service”. You must be able to find an alternate destination using only visual pilotage and supplemented, if you wish, with VOR's. (or other non-GPS based navigation aid)
- You must understand weight and balance well enough to know how to compute it without an electronic weight and balance program.
- “Slow Flight” includes straight-and-level flight, turns, climbs, and descents. (ACS PA.VII.A.S4)

Instrument

- What are the requirements for a standard departure? (hint – 35, 200, 400)
- Pay attention to “circle-to-land” minimums and stay within the limits of the category you are flying. Stay close enough to maintain sight of the runway in low visibility but far enough away that you won't need to exceed 30 – 40 banks in the turns.
- You may not descend below the “circle-to-land” minimum until you are in position to make a normal descent to a landing, which is typically around the downwind-to-base turn.
- Just a little above the minimums and/or glideslope is OK. A little below is not.

Commercial

- As a Commercial pilot, you must be not only a safe pilot, but also, a precise pilot.
- Be sure you have a thorough knowledge of aircraft systems. Be prepared to draw a basic sketch of the electrical system and the fuel system of your aircraft. (Doesn't need to be artistic, but should include all the basic components) We will discuss typical retractable landing gear systems and constant speed propeller systems even if we use a non-complex aircraft for the flight test.
- The takeoff briefing should include v-speeds and emergency considerations
- Commercial applicants must fly smoothly throughout the entire test. No abrupt control inputs.
- Constant wind-awareness is important.
- Can you handle the aircraft smoothly, gracefully, and precisely?
- Does the aircraft do exactly what you say you are going to make it do?
- Does your airmanship demonstrate that you understand effects of wind, drag, etc?
- How precise is your traffic pattern? (Your pattern work is usually a reliable indication of how good a pilot you really are.)
- You should not need large or frequent power changes after passing the “key position” during approach and landing.
- Are you in coordinated flight the entire time, or is one wing low during climb-out?
- Is the ball centered during descents?
- Emergency procedures are critically important. Know what the “immediate action items” are for any critical emergency and make sure you can easily find and complete the emergencies check lists.
- If possible, practice the emergency descent over or near a runway and then continue the maneuver with a dead stick landing on the runway.
- The “power-off 180” is a simulated emergency maneuver and therefore must be completed successfully on the first attempt. You may not turn a botched “power-off 180” into a “go-around”. (per FAA guidance for examiners)
- Power-off and power-on stalls will be to a **full stall** and will likely include turns.
- What is the altitude tolerance in slow flight? (Many applicants give an incorrect answer)
- You must understand weight and balance well enough to know how to compute it without an electronic weight and balance program. You must be able to define and apply terms such as “arm”, “moment”, “station” etc.